

AMONG THE EGYPTIANS.

They Live in Mud-Houses Together with Millions of Parasites.

There is little ornamentation about these Egyptian houses. They are all flat-roofed. The majority of them have no glass in their windows, and the lower half of each window is covered with wooden lattice-work, through the meshes of which you may see the large, dark eyes of the ladies of the harem peeping out. I asked one gray-bearded Mahometan as to what the people did in case of rain. He did not appear to know what the word rain meant, and I was told that they have no blizzards or rain storms in this part of the Nile valley. One of our spring rains would make this town of 40,000 inhabitants a vast mud pie. The houses are rude inside as well as out. Most of them are mere hovels and families live here in quarters in which an American farmer would not trust his best Jersey cow. During my stay in Assout I tried to learn all I could about the life of the people, and I found that several families often lived in one of these little mud huts, and that most of them slept on the ground, with only a blanket or a cotton rag as covering. The poor Egyptian, like the poor Indian, sleeps in the same clothes that he uses during the day-time, and in these huts chickens, donkeys and cattle are kept in the same room with the family. Even these by no means make up the inhabitants of the house. The lice and fleas of the hard-hearted Pharaoh still stick to the land, and bed-bugs are everywhere. You can have no idea of the lice of Egypt, and the graybacks of army days are mild in comparison. The chief business of Egyptian leisure seems to be in picking over clothes for body-lice, and everywhere I went about Assout I saw a man, boy or woman sitting half naked, and looking and catching and cracking these insects. In many cases two men or two women combine forces and work together, one picking from the other, and vice versa. Every time I took a walk through the streets I trembled to think of the possibilities, and several times in searching my clothes on returning to my room I found that I had carried away some other man's property. These lice are very prolific, and one good female will in a week colonize a whole man. I spent about an hour every day in searching the seams of my under-clothing for eggs, and I did not wonder that Pharaoh was ready, when Moses sent this pest upon him, to allow the Israelites to go. You can have no idea of the lice and fleas of Upper Egypt. They cover everything and everybody. You see men sleeping by the roadside with great handfuls of flies on their eyebrows. Babies have flies resting upon their mouths, and every child in repose has a half dozen flies on its eyelids. Egypt has more sore eyes to its population than any other country in the world, and eye diseases are caused by these flies. You find hundreds of blind men in every Egyptian city. They go about with long sticks and are respected by the people.—F. C. Carpenter, in National Tribune.

THE BUFFALO'S FATE.

How the Great American Ruminant Was Wantonly Exterminated.

In 1868 the Union Pacific railroad and its branch in Kansas was completed across the plains to the foot-hills of the Rocky Mountains—the western limit of the buffalo range—and that year witnessed the inauguration of the wholesale and wanton slaughter of the great ruminants, ending only with their practical extinction in 1885, by regular hunters for their hides, and by the crowds of tourists who crossed the continent for mere pleasure and sport, then made possible by the advent of the "iron-tail": these latter heartlessly killed for the excitement of the novel experience, often never even touching a particle of the flesh, or possessing themselves of a single robe as they rode along at a slow rate of speed. The former, numbering thousands of old frontiersmen, all expert shots, and as many novices—the pioneer settlers on the "public domain" just opened under the various land laws—from beyond the Platte to far south of the Arkansas, within transporting distance of the two roads, day after day for years made it a lucrative business to kill for robes only, a market for which had suddenly sprung up all over the country.

On either side of the lines of the railroad, within close range for nearly their whole distance, the most conspicuous objects in those days were the desiccated carcasses of the noble beasts that had been ruthlessly slaughtered by the thoughtless and excited passenger en route across the continent. On the open prairie, too, miles away from the course of legitimate travel, one could walk in places all day on the dead bodies of the buffaloes, killed by the hide-hunters, without stepping on the ground! Then was the opportunity for Congress to interpose. Re-stricting the transportation of robes by the railroads and express companies could have saved the buffalo from extinction. I believe there was some absurd law enacted in relation to preventing the terrible slaughter, but it made it only a misdemeanor on the part of the hunter to kill—about as effective a provision, so far as the average plainsman was concerned, as to attempt to deflect a tornado with a palm-leaf fan. The price of robes ranged all the way from fifty cents—the amount paid primarily—to two dollars and a half as they became scarcer. I have bought many a finely-tanned and ornamented "milk robe" from the Indians for half a loaf of bread or a cupful of sugar; but that was twenty-five years ago. To-day the same kind would easily bring one hundred and fifty dollars, if procurable at all anywhere, which I very much doubt.—Henry Inman, in Harper's Weekly.

—A Cameron (Mo.) woman employed a neighbor woman to do the family whipping for her, and after the job had been done in a thoroughly artistic manner she brought suit against her substitute for cruelty to animals.

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Fine residence and business property, in any part of Roanoke, call on or address

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Munford & Bowyer, T. Francis Barrett & Co.

Real estate agents. Office: Room 4, second floor, Moomaw Building, Jefferson street. Postoffice Box 124. Correspondence solicited.

Roanoke Trust, Loan and Safe Deposit Co.

Statement, October 31, 1890.

RESOURCES.	LIABILITIES.
Loans and discounts.....\$325,097 31	Capital.....\$250,000 00
Stocks.....223,265 00	Undivided profits and gross earnings.....127,985 15
Real estate.....13,500 00	Deposits on certificate.....95,684 73
Furniture.....600 00	Deposits on check.....107,450 02
Cash on hand and in banks.....115,563 53	Bills payable.....5,058 33
Expenses and taxes.....2,887 62	Rediscouunts.....34,735 23
\$680,913 46	\$680,913 46

P. L. TERRY, Pres. S. W. JAMISON, Sec'y.
Directors: H. S. Trout, Edw. Nininger, S. W. Jamison, P. L. Terry, J. A. Jamison.

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Real Estate and Insurance Agents, 13 Jefferson street, Roanoke, Va.

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nov12-2m

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No. 23 SALEM AVE.,
IS THE PLACE TO GO WHEN YOU WANT YOUR PICTURE TAKEN.

TRUSTEES SALE OF VALUABLE REAL ESTATE IN THE CITY OF ROANOKE.

By virtue of a deed of trust executed to me by Florence V. Moffett, dated October 17th, 1888, and recorded in the Clerk's office of the Hustings Court of the city of Roanoke, deed book 17, page 62, to secure the West End Land Company the sum of forty-six hundred and fifty dollars, evidenced by three certain negotiable notes of 1,550 dollars each, with interest from date, and payable in one, two and three years from October 17th, 1888; and, whereas, the said Florence V. Moffett being in default as to the first and second payments, and being requested by the beneficiary so to do, I will sell at public auction on the premises, at 12 o'clock, on MONDAY, THE 12TH DAY OF JANUARY, 1891, the following described property, to-wit:

No. 1. Beginning at the northwest corner of Washington avenue and D street, thence with Washington avenue north 74 degrees, 419 feet to E street; thence with E street north 15 degrees, 133 feet to an alley; thence with same south 74 degrees, 402 feet to D street; thence with same south 9 degrees, 133 feet to the beginning, known as lots 9 to 15, both inclusive, block 11.

No. 2. Beginning at the northwest corner of Washington avenue and E streets, thence with Washington avenue north 74 degrees, 250 feet to a point; thence north 15 degrees east, 133 feet to an alley; thence with same south 74 degrees, 250 feet to E street; thence with E street south 15 degrees, 133 feet to the beginning, known as lots 9 to 13, both inclusive, block 12.

No. 3. Beginning at the southwest corner of Washington avenue and D streets, thence with Washington avenue north 74 degrees, 171 feet to a point; thence south 15 degrees, 148 feet to a point; thence south 63 degrees, 129 feet to a point; thence south 70 degrees, 53 feet to D street; thence with D street north 9 degrees, 169 feet to the beginning.

Terms: Cash enough to cover costs of sale and to pay the past due notes and interest, amounting to \$3,187.12 at this date, and the sum of \$1,550, payable on the 17th day of October, 1891, with interest from 17th day of October, 1888. Balance in one and two years from day of sale, in equal installments, with interest. This is some of the most desirable property that has been offered for sale in the city of Roanoke. Investors are especially invited.

H. S. TROUT, Trustee.

ENGLEBY & BROS.,

MANUFACTURERS OF
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COOKING AND HEATING STOVES.

Plumbing and Gas-Fitting, Roofing,
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\$5.00 \$4.00 \$3.50 \$2.50 \$2.25 \$2.00 \$1.75 \$1.50 \$1.25 \$1.00 \$0.75 \$0.50 \$0.25
FOR LADIES \$2.00 \$1.75 \$1.50 \$1.25 \$1.00 \$0.75 \$0.50 \$0.25
FOR BOYS \$1.75 \$1.50 \$1.25 \$1.00 \$0.75 \$0.50 \$0.25
FOR MISSES \$1.50 \$1.25 \$1.00 \$0.75 \$0.50 \$0.25
W. L. DOUGLAS \$3 SHOE FOR GENTLEMEN.

Fine Calf and Laced Waterproof Grain. The excellence and wearing qualities of this shoe cannot be better shown than by the strong endorsements of its thousands of constant wearers.
\$5.00 Genuine Hand-sewed, an elegant and stylish dress shoe which commands itself, and the recent improvements make them superior to any shoes sold at these prices.
\$4.00 Laced-sewed Welt. A fine safe shoe unequalled for style and durability.
\$3.50 Goodyear Welt. Is the standard dress shoe at a popular price.
\$3.00 Policeman's Shoe is especially adapted for railroad men, farmers, etc.
All made in Congress, Button and Lace.
\$3 & \$2 SHOES FOR LADIES, have been most favorably received since introduced, and the recent improvements make them superior to any shoes sold at these prices.
Ask your Dealer, and if he cannot supply you send direct to factory enclosing advertised price, or a postal for order blanks.
W. L. DOUGLAS, Brockton, Mass.

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Best grades Anthracite and other coal.
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Send orders ahead of time so as to be sure to have it at the time needed.
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Doors, sash, blinds, frames, transoms, balusters, hand rail, sash weights, and all kinds of rough and dressed

LUMBER,

Builders' supplies in general.
28 SALEM AVENUE UPSTAIRS.
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WE HAVE made a reduction of 10 per cent. on all winter suits and overcoats for the holidays. Mens', youths' and boys' suits. Overcoats in meltons, kersey, chinchilla, cheviot and satin lined.

FULL DRESS SUITS A SPECIALTY.
Neckwear and underwear department complete.

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BLUEFIELD INN, Bluefield, W. Va.

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Nov2-17

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(Times Building.)

R. I. BOSMAN, President.
E. D. TUCKER, Secretary.
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oct16-1f

RAILROADS.

SHENANDOAH VALLEY RAIL ROAD.

S. F. TYLER, Receiver.
Schedule in effect June 2, 1890.

ARRIVE AT ROANOKE.

5:00 p. m. Daily—Memphis Express, from Hagerstown and the North. Through Pullman sleeping cars from New York and Philadelphia to Chattanooga and Memphis via Harrisburg, Hagerstown and Roanoke.
7:40 a. m. Daily—New Orleans Express from New York, Philadelphia and Baltimore, making connection through to the South. Carries through Pullman palace buffet sleeping car from Philadelphia to New Orleans, without change, via Harrisburg, Hagerstown, Roanoke, Cleveland, Cawera and L. & N. R. R.

LEAVE ROANOKE.

5:45 a. m. Daily—Baltimore Express from all points south for Washington, Baltimore, Harrisburg, Philadelphia and New York. Carries Pullman palace buffet sleeping car from Roanoke to Philadelphia without change, via Hagerstown and Harrisburg.
7:20 p. m. Daily—New York and Philadelphia Express, from Memphis, Chattanooga and all points south. For Philadelphia and New York. Carries Pullman palace buffet sleeping cars through to Philadelphia and New York via Roanoke, Hagerstown and Harrisburg.

Ticket agents will furnish all information and through schedules upon application to

O. HOWARD ROYER,
G. P. & T. Agent, Roanoke, Va.

N. & W. Norfolk & Western R.R.

Schedule in effect Sept. 3rd, 1890.
WEST BOUND.

LEAVE ROANOKE.

0:05 a. m. Daily; arrive Bristol 4:09 p. m. Stops at all stations, connecting at Radford with trains on New River branch; arriving at Pocahontas at 3:35 p. m.
5:45 p. m. Daily, arrives Radford 7:29 p. m., connecting with New River branch at 7:35 p. m., for Bluefield and Pocahontas; arrives Pocahontas 10:55 p. m. Arrives Bristol 11:20 p. m., connecting with E. T. V. & G. R. R. for all points south and west. Has Pullman Palace Sleeper from Roanoke to New Orleans without change.

7:55 a. m. Daily, arrive Radford 9:15 a. m., connecting with New River branch, leaving Radford 12:10 p. m. Arrives Bristol 12:40 p. m., connects with E. T. V. & G. R. R. for all points south and west; has Pullman Palace Sleeper from Roanoke to New Orleans without change.

EAST BOUND.

LEAVE ROANOKE.

5:25 a. m. Daily; for Lynchburg, Petersburg, Richmond, (via Petersburg and R. & P. R. R.) Norfolk and intermediate points; connects at Lynchburg with V. M. R. R. for Washington and the East, leaving Lynchburg 7:40 a. m. daily. Arrives Norfolk 2:09 p. m., connects with steamer lines to Baltimore and New York.
10:10 a. m. Daily; arrives Lynchburg 11:50 a. m., connecting with V. M. R. R. for all points north, arriving Washington 7:05 p. m.; arrives Petersburg 4:20 p. m.; arrives Richmond, via R. & P. R. R., 5:05 p. m.; arrives Norfolk 7:09 p. m.

3:45 p. m. Daily; for Lynchburg and intermediate stations; arrives Lynchburg 5:40 p. m.
7:20 p. m. Daily; for Lynchburg and intermediate stations; arrives Lynchburg 9:20 p. m.
Cripple Creek Extension—Leaves Pulaski 8:15 a. m. Daily, except Sunday, and 3:00 p. m. Daily, arrive Ivanhoe 9:45 a. m., and 4:30 p. m.
Clinch Valley Extension (in operation Aug. 3, to St. Paul, 81 miles)—Leave Bluefield 8:10 a. m., daily; arrive St. Paul 12:55 p. m.

All inquiries as to rates, routes, etc., promptly answered.

W. B. BEVILL,
Gen'l Pass. and Ticket Agent.
CHAS. E. EDDY, vice-president.
Jan. General Offices, Roanoke

S. A. & O. R. R.

THE NATURAL TUNNEL ROUTE

TIMETABLE.

IN EFFECT AUG. 3, 1890.

TRAINS WEST.	Pass. Mixed.	No. 1. No. 3.	STATIONS.	TRAINS EAST.	Mixed. Pass.	No. 2. No. 4.
a. m. p. m.				a. m. p. m.		
8 15 2 35			Lv. Bristol, Ar.	11 40 6 00		
8 32 2 52			*Walker's Mt.	11 25 5 42		
8 40 3 06			Banham's.	11 16 5 35		
9 00 3 20			*Abram's Falls.	11 00 5 15		
9 05 3 25			Mendota.	10 05 5 10		
9 25 3 44			Mace Spring.	10 32 4 50		
9 35 3 55			Benton's.	10 21 4 40		
9 45 4 05			*Nottingham.	10 12 4 30		
9 51 4 11			*McCassin Gap.	10 06 4 22		
10 00 4 17			Hallsville.	10 00 4 17		
10 08 4 27			*Marble Quarry.	9 50 4 08		
10 15 4 35			*Big Cut.	9 41 4 00		
10 25 4 45			Spear's Ferry.	9 30 3 50		
10 32 4 50			Clinchport.	9 23 3 45		
10 40 5 00			Natural Tunnel.	9 16 3 35		
10 50 5 10			*Horton Summit.	9 06 3 25		
11 00 5 17			Dudfield.	9 00 3 16		
11 05 5 25			*Wiseley's.	8 52 3 10		
11 11 5 31			Ward's Mills.	8 46 3 02		
11 25 5 42			*Wildcat Summit.	8 31 2 50		
11 38 5 55			*East Big Stone Gap.	8 17 2 37		
11 45 6 05			Ar. B. S. Gap. Lv.	8 10 2 30		
a. m. p. m.				a. m. p. m.		

*Trains do not stop, except to leave passengers, or on signal.

H. W. BATES.

Vice-president and General Manager.
GEO. H. GRAVES,
Superintendent.